

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

Per Case
1 Doz.

A—THORNE'S BLEND, White Capsule	\$10.80
B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.90
C—WATSON'S ABELOU-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, GOLD CAPSULE	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ABELOU-GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour. E is of superb quality, and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

20

BIRTHS.

At Werreanda, Amy, on the 26th December, 1900, the wife of G. GRAY DONALD, I. M. Customs, of son.

At The Cottage, Chancery Lane, Singapore, on Thursday, the 27th December, the wife of JOHN RAINNIE, of a daughter.

On the 29th December, 1900, at Shanghai, the wife of FRED. W. GOULD, I. M. Customs, of a son.

DEATHS.

On the 30th November, at 1, Silverdale, Surbiton Road, Kingston-on-Thames, WILLIAM BARNET MITCHELL, Chartered Accountant, youngest son of the late Alfred MITCHELL, of Yokohama, in his 23rd year.

On the 4th December, at 26, Russell Road, Kensington, JOHN WILLIAM DAW, M.I.C.E., late of Shanghai, aged 63 years.

On the 28th December, 1900, at "Aulderwood," No. 1, Yangtze-ko Road, Shanghai, GEORGE PERELES, aged 52 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VIEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, January 7th, 1901

The unqualified acceptance of the terms proposed by the Powers, while it may be taken as the first, and it is to be hoped most important, step towards a settlement of the difficulties which China has brought on herself, can only be looked upon in the light of a preliminary towards the peace eventually to follow. Before the parties to an agreement can begin to settle the terms there are manifestly things to be done in order to bring about a common ground for discussion; and that is the point at which affairs have now arrived. Henceforward both parties will be in a position to discuss the pros and cons of any scheme proposed, while up to this there has been no common ground admitted of discussion.

Looking at the whole affair from beginning to end, there is nothing in the requirements which have been laid down beyond those ordinary rules which direct the intercourse of civilised nations; and it was merely the breach of these universally accepted rules of conduct that rendered necessary their imposition in the form set out by all the Powers. Had in fact, any other nation done as China has done, she would in turn have had to submit to stipulations of exactly the same nature and degree. In this respect there is nothing humiliating to China in the acceptance of the code; the humiliation rather consisted in her having permitted herself to be led away by the ideas of a few ignorant guides into supposing that there was really any essential difference between her own position as regards the nations, and their position as regards her. Historically nations have before this laid claim to some such exclusive rights. The Roman

Emperors at one period doubtless aimed at exclusive sovereignty; but the attempt to exercise it led to the loss of her legions under VARUS, and her forced withdrawal from Asia beyond the Euphrates. The successors of the Roman Empire at Constantinople attempted to exercise some such in the affairs of the East, and had to pay the penalty claim in the loss of their capital, and the entire destruction of their Empire at the hands of the Ottoman power. The Turk himself assumed the rôle of the Sublime Porte, and had to pay the penalty of becoming the dependent of the Powers of western Europe.

The lesson learnt has not been forgotten, and the consequence has been the establishment of an international committee, which for ever forbids the assumption by one nation of any innate superiority over its fellows, and teaches each to respect its neighbours. Of course it is not pretended that all nations are equal to power nor in influence. In the councils of the world, for instance, Russia counts for far more than Holland, but this is not held by the nations at large to justify an attempt to assume any air of superiority in her diplomatic relations; and an outrage offered by the government of the Tsar to that of the weakest of the European Powers would certainly be regarded as an insult to all.

In the same manner China's right to play the part of an independent state would never have been called in question by the other Powers, had she been content to exercise that independence in a way consonant with those principles which experience has taught the general comity to regard as binding rules. When, however, China arrogantly set herself up as the arbiter of international amities, and attempted to pose as above her fellows in her international relations, the very attempt was an insult to all and each, which it is well to remember would have been resented, even if the result had been less tragic. The truculence of China's action has enhanced the penalty she has had to pay, but it has not affected the principle concerned, and hence it is that the infliction of the penalty has not been left to any one Power, but has been inflicted by all in concert. For six months China has been an outlaw; she has now been permitted to purge herself from the penalty of her contempt, but this by no means is to be taken to imply that all China's difficulties are ended, or that she is to be at liberty to adopt a similar attitude in future. Rather will the nations interpret her enforced submission as a late admission of the inevitable. If she have good sense enough to comprehend this, she will find every assistance given her to replace herself on her former footing. Should she, however, fail to comprehend these easy conditions, she will find herself at the mercy of the first nation powerful enough to strike. Revenge has formed no part of the programme of the terms offered, but the simple desire in the interests of China, quite as much as of the other Powers, to shield her from the direst effect of those dangers which she has ignorantly brought upon herself. This is the lesson which we still fear her statesmen have failed to comprehend; and we would rather that China should be brought to understand them of her own inner consciousness than that a failure in assimilating the lesson should again bring her into unpleasant conflict with the coercive forces of modern civilisation.

Mr. G. H. Wakeham has been appointed a Justice of the Peace for this colony.

The U. S. gunboat *Bennington* arrived yesterday from Manila. On Saturday the Portuguese cruiser *Adamastor* returned to Macao.

As the result of two hockey matches, the Indian Brigade has defeated the H.K.H.C. by 4 goals to 2 and the Royal Navy by 4 goals to 1.

During the 24 hours preceding noon on Saturday one fresh plague case was reported, resulting in death, as did the previous case.

Both victims were Chinese. Col. Hicks, Agent for Harcourt's Circus, has received a cable that the company has chartered the steamer *Chouf* and would leave Bangkok yesterday at noon for Hongkong. They will be located on the Wan Chai Recreation Ground when they arrive, and the opening performance takes place on Wednesday the 16th inst.

The N.C. *Daily News* understands that the Committee of the China Association have telegraphed to London regarding the recent case of illegal arrest in the Settlement, urging that the regulations regarding arrests which have been established after long experience should be maintained.

News has just come to hand that Tai O village, the farthest point of Lantau Island, has been partly destroyed by fire and a great number of the inhabitants rendered homeless. The fire originated amongst a number of wooden huts built on a piece of reclaimed ground, which at high tide is isolated. The flames spread with amazing rapidity, and were not arrested by the police and villagers until, in all, seventy wooden and several stone houses had been consumed. Six hundred people are burned out. The damage is estimated at \$7,000.

The Shanghai A.D.C. is performing *Our Flag* on the 8th inst.

From the 1st instant no dogs from Shanghai are permitted to land in Hongkong for a period of four months.

It is stated that there is a movement on foot to start a Rifle Volunteer Corps in Singapore composed of British Eurasians.

The text of a Convention between the United Kingdom and Costa Rica for the reciprocal protection of trade-marks, etc., is published in the Gazette.

Lieutenant D'Arcy, who directed the defence of the French Legation at Peking, has been promoted to the rank of Officer of the Legion of Honour.

The golf championship of the Straits and Malay States has been won by Mr. George Macbain, of Penang. Dr. Fowlie, of Singapore, being second. Panang beat Singapore in the inter-settlement match by 5 holes.

Mr. and Mrs. A. R. Colquhoun arrived in Singapore on Christmas Day on a tour to Borneo, Java, the Eastern Indian Archipelago, the Philippines, China, and Japan, thence probably homewards, via America.

General officers commanding infantry brigades at Aldershot have been instructed to submit the names of any subalterns of infantry serving under their command who may be desirous of being considered for appointment as lieutenants in the Chinese Regiment of Infantry. Officers selected will be seconded in their regiments for a period of three years, with power of extension to five years; they must be certified to be medically fit for such service by an officer of the Royal Army Medical Corps.

A Metropolitan Police Force at Manila is to be established. It will consist of a force for the City of Manila and neighbouring towns, of three captains, three first lieutenants, three second lieutenants, twenty-four sergeants, twenty-four corporals and three hundred privates selected from the American volunteer soldiers now serving in the Islands, and will be divided into three companies. The pay of the force in United States currency will be: Captains, \$150; first lieutenants \$120; second lieutenants, \$100; sergeants, \$75; corporals, \$60; privates, \$50.

It is noteworthy that in connection with the announcement about Russia "handing over the Shanhaikwan railway to the Germans," the *Cologne Gazette* says that this can only mean that the Russian Government has no longer any objection to any arrangements the Commander-in-Chief may make for the control of the traffic. It may be assumed that the wishes of the British Government will be considered in making these arrangements. The so-called "handing over" of the railway cannot in any case be understood in any other sense than that the traffic will be regulated by the Germans until the end of the disturbances. The main point is that the line should be kept in order of the inevitable. If she have good sense enough to comprehend this, she will find every assistance given her to replace herself on her former footing. Should she, however, fail to comprehend these easy conditions, she will find herself at the mercy of the first nation powerful enough to strike. Revenge has formed no part of the programme of the terms offered, but the simple desire in the interests of China, quite as much as of the other Powers, to shield her from the direst effect of those dangers which she has ignorantly brought upon herself. This is the lesson which we still fear her statesmen have failed to comprehend; and we would rather that China should be brought to understand them of her own inner consciousness than that a failure in assimilating the lesson should again bring her into unpleasant conflict with the coercive forces of modern civilisation.

On the 19th ult. Sir H. Seymour King, M.P., for the Indian Association, and Mr. W. E. T. Sharpe, M.P., for the Ceylon Association, presented the Joint Memorial praying for a reduction of the Tea Duty to the Chancellor of the Exchequer. Their reception was very cordial. Sir Michael Hicks-Beach said that if the tax did not fall on the consumer, so much the better for the consumer. The tax of 6d. per lb. would be reduced some day; but when he could not say.

There have been many disputes of late, especially on the river front, says a Manila paper, regarding the transport service in the Philippines; that is, which of the ships are owned by the Government and which vessels are only chartered. The following is an authentic list: — Owned — *Burke*, *Buford*, *Crook*, *Egbert*, *Grant*, *Hancock*, *Kilpatrick*, *Logan*, *Meade*, *Relief*, *Roosevelt*, *Sherman*, *Sheridan*, *Sommer*, *Thomas*, and *Warren*. Chartered: — *Arab*, *Almond Branch*, *Argyll*, *Atago*, *Athenian*, *Belgian King*, *Buckingham*, *Californian*, *Cornwall*, *Edredon*, *Flintshire*, *Garrow*, *Indiana*, *Kintuck*, *Leclarav*, *Lemnos*, *Pakting*, *Pennsylvania*, *Port Albert*, *Port Stephen*, *Thys Universe*, and *Wysfield*. The following is a list of the vessels connected with the Government lying in Cavite Bay: — *Quirós*, *Manila General Alava*, *Isla de Luzon*, *Principe*, *Culgoa*, *Petrel*, *Newark* and *Nero*.

Mr. Morrison telegraphed to the *Times* on the 5th ult. with regard to the alteration in the Allies' demands of the term "death penalty" for the guilty officials to "the most severe punishment befitting their crimes" and the alteration of the term "irrevocable," as applied to the conditions, to "absolutely indispensable." He says: — The history of the plotters of the proposed demands is instructive. The proposal came originally from Japan and was communicated to Germany, and then to Washington, where it coincided with the views of the President. Yet, though the amendments were presented by the American Minister, all credit for obtaining the remission of punishment, and for generally softening the terms of the Note to meet the approval of the Chinese, is given to the British officers in prison at Pretoria, which appeared some months ago in the pages of *Scribner's Magazine*, will be glad to hear that the requisite contradiction, though long delayed, has come to hand at last, and was published in the *Times*, above the signature of a representative body of ladies in Pretoria. Nothing less than this could have effectually blotted out a disgraceful slander against a class of men who, perhaps, carry the worship of "good form" to an extreme, and whose last offence would be a breach of manners where ladies were concerned. As a matter of fact, it appears that Mr. Davis lacks the first requisite in a judge of the behaviour of gentlemen. Clever novelist though he is, he has apparently yet to learn that talent does not excuse the absence of honour and truth. But doubtless, now that self-advertisement is thought so necessary for public writers, Mr. Davis considered the time had come for another "hoax" for him, the fame of his despatching a letter from England to America by special messenger, and thus beating the post by one day, having faded away.

A St. Petersburg correspondent, writing in a home paper, states that the Russian forces have discovered in Manchuria a republic the existence of which was probably hitherto unknown to European explorers. The republic in question is in the basin of the upper reaches of the river Sungari and southwards of Kirin. In its valley the Russian troops had a stiff encounter with the Chinese regular forces, aided by the inhabitants of the republic. The republic, which is known as Chia-pi-ku, was founded early in the present century, and it then contained 10,000 people. At first it was ruled by three chosen elders; at a later period the elder Chan-Jui-Bas became the sole ruler, and organised courts of law, trade, industry, gold-mining, and a system of taxes, while a fighting force was founded for the protection of the district. Chai-Jui-Bas has been succeeded by a kinsman, and the Chinese authorities have hitherto suffered the little republic to look after its own affairs without any interference.

The N.C. *Daily News* understands that the Committee of the China Association have telegraphed to London regarding the recent case of illegal arrest in the Settlement, urging that the regulations regarding arrests which have been established after long experience should be maintained.

News has just come to hand that Tai O village, the farthest point of Lantau Island, has been partly destroyed by fire and a great number of the inhabitants rendered homeless. The fire originated amongst a number of wooden huts built on a piece of reclaimed ground, which at high tide is isolated. The flames spread with amazing rapidity, and were not arrested by the police and villagers until, in all, seventy wooden and several stone houses had been consumed. Six hundred people are burned out. The damage is estimated at \$7,000.

The R. I. M. S. *Civis* arrived on the 28th ult. at Colombo with the 1st Bn. Duke of Cornwall's Light Infantry to relieve the 2nd Bn. K. R. R. Corps.

The Orient S.S. *Orion*, which was due to arrive in Colombo on Boxing Day, was delayed at Fremantle in consequence of having been in collision between that port and Adelaide.

The *Madras Mail* understands that the Colonial Governor to which his Excellency Sir Arthur Havelock is likely to be appointed after leaving Madras is that of Victoria in succession to Lord Brassey.

A Tokyo telegram reports that Lieut. General Baron Kodama, Governor-General of Formosa, was appointed Minister of the Army in place of Field-Marshal Viscount Katsura, who resigned on account of ill health.

The *Rangoon Gazette* understands that the appointment of Sir Anthony MacDonnell to the Famine Commission will cause no vacancy in the North-Western Provinces, as he will continue to carry on the administration of his province in addition to presiding over the Commission.

The mysterious epidemic in England, at the end of November, appearing chiefly in the Midlands, though not unknown in London, was still much discussed when the papers brought by the last mail left home. The *boh-heri* theory seems to have been abandoned, and the original idea of arsenical poisoning by means of beer was generally supported; but the facts were by no means clear.

A Calcutta telegram of the 18th ult. states that the hospital *Geuder* and the Maharajah Scindia have returned thither from China. The Maharajah of Bikanir landed at Calcutta from Hongkong on December 18th from the steamer *Wardha* and received a warm welcome from the Marwaris. Lord Suffolk represented H.E. the Viceroy, and the 2nd Madras Infantry furnished an escort.

A despatch has been received at St. Petersburg from Novo-Bokhara dated November 21, which states that the construction of the permanent way of the branch line of the (Russian) Central Asiatic Railway to Bokhara is completed. The line, which is 12 versts long, was being built at the Ein's expense and was to be finished by the beginning of the present year. It is estimated that the goods traffic over the line will amount to 6,000,000 poods annually.

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The re-arming of the artillery and the new stores this will necessitate will mean an additional War-office expenditure of from £10,000,000 to £12,000,000. Orders have accordingly been given out for the new guns. Messrs. Vickers, Sons, and Maxim have received an order for forty-two 4.7 guns, together with the necessary limbers and carriages. In addition, this firm has an order for thirty-five howitzers, together with wagons, limbers, and carriages, and are busy at the moment in making twenty-seven garrison mountings, such as those usually found on the largest battleships, in which will be fixed Vicker's 9.2 gun, one of the most powerful and destructive weapons either in the British Army or Navy.

The local mercantile community is greatly dissatisfied with and indignant at the way the Port of Galle is treated by the local Government, states the *Times of Ceylon*. The neglected condition of the harbour, the necessary requirements to improve it by removing dangerous rocks, dredging, &c., the insufficiency of jetties accommodation have been repeatedly brought to the notice of the Government, but with no effect. The present state of affairs calls for immediate redress. Since the departure of Captain Trust, the harbour has been left in the hands of only one pilot, and when two or more vessels arrive at the same time, the great delay and inconvenience experienced by the shippers and merchants can well be imagined. Many here add the *Times*, feel that the merchants, both European and native, in a body, should bring the matter before the Legislature through the Chamber of Commerce, when it would be difficult for Government to relieve itself of its just responsibilities.

Those who happened to read Richard Harding Davis's astounding charges against the British officers in prison at Pretoria, which appeared some months ago in the pages of *Scribner's Magazine*, will be glad to hear that the requisite contradiction, though long delayed, has come to hand at last, and was published in the *Times*, above the signature of a representative body of ladies in Pretoria. Nothing less than this could have effectually blotted out a disgraceful slander against a class of men who, perhaps, carry the worship of "good form" to an extreme, and whose last offence would be a breach of manners where ladies were concerned. As a matter of fact, it appears that Mr. Davis lacks the first requisite in a judge of the behaviour of gentlemen. Clever novelist though he is, he has apparently yet to learn that talent does not excuse the absence of honour and truth. But doubtless, now that self-advertisement is

NEW ADVERTISEMENTS

VICTORIA ENGLISH SCHOOL,
CRAIGENGOWER.

THE SCHOOL will RE-OPEN on THURSDAY, 10th January, 1901, at 9 A.M.
Boys are provided with a thorough English Education with a view to their entering upon Commercial life.
For Terms, &c., and Copies of the amended Prospectus, apply at the School.
Hongkong, 7th January, 1901. [155]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

THURSDAY,
the 10th January, 1901, Commencing at
2.30 P.M.A FINE COLLECTION OF PHILIP-
PINE POSTAGE STAMPS.

On View from Monday.

Catalogues will be issued.

TERMS:—As Customer.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 7th January, 1901. [156]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA."

Captain Hodges will be despatched for the above ports TO-MORROW, the 8th instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPIRAK & CO.,
General Managers.

Hongkong, 6th January, 1901. [154]

FOR SHANGHAI.

THE Steamship

"LOONGMOON."

Captain Knoop, will be despatched for the above port TO-MORROW, the 8th inst., at 4 P.M.

The Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage apply to

EAST ASIATIC TRADING CO., LTD.

Hongkong, 7th January, 1901. [3103]

FOR SHANGHAI.

THE Steamship

"ERIMA LUYKEN."

Captain Wallis, will be despatched for the above port on WEDNESDAY, the 9th inst., at 4 P.M.

For Freight or Passage, apply to

EAST ASIATIC TRADING CO., LTD.

Agents.

Hongkong, 7th January, 1901. [3103]

CANADIAN PACIFIC RAILWAY
COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST BOAT BETWEEN CHINA,
JAPAN AND EUROPE VIA CANADA
AND THE UNITED STATES.

THE Company's Steamship

"TARTAR."

Captain G. D. Bowles, R.N.R., will leave Hongkong on FRIDAY, the 11th January, 1901, at DAYLIGHT.

For VICTORIA and VANCOUVER, B.C.

(VIA INLAND SEA KOBE AND YOKO-

HAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to

D. E. BROWN,

General Agent, Hongkong.

Hongkong, 5th January, 1901. [153]

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain A. Ramsey, will be despatched as above on FRIDAY, the 11th January, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOME & CO.,

General Managers.

Hongkong, 5th January, 1901. [152]

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR SWATOW, AMOY, AND
TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 13th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA.

Agents.

Hongkong, 7th January, 1901. [155]

THE LILLIUS PUBLIC SCHOOL.

The above SCHOOL will RE-COM-
MENCE TO-DAY (MONDAY), the
10th January, 1901.

Hongkong, 8th January, 1901. [144]

CONSULAT DE FRANCE A'
HONGKONG.

NOTICE.

EL sera procédé le lundi 7 Janvier à 10
heures du matin au Consulat de
France à l'adjudication sur soumission
des deux derniers lots de vires de can-
pots (BISCUITS, FARINE, RIZ, HAR-
COTÉS, &c.), à livres au Descartier et aux bâ-
timents sur place de Hongkong.

Un exemplaire du catalogue des charges est
disposé au Consulat de France ou les personnes
désirant prendre part à l'adjudication peuvent
en prendre connaissance.

Hongkong, 4th January, 1901. [133]

AUTOMATIC MAUSER
PISTOLS.CALIBRE 7.63 mm.
With CHAMBER for 10" CAEGRIDGES,
FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [289]

ENTERTAINMENTS.

THEATRE ROYAL

TO-MORROW (TUESDAY),
8th January, 1901.GRAND GLOVE
CONTEST
OF
TWENTY ROUNDS,
under
MARQUIS OF QUEENSBERRY RULES,

will take place between

JOE RILEY, OF U.S.A.,
CHAMPION OF HONGKONG,

AND

ROGER MUSTOE,
OF

H.M.S. "BARFLEUR,"

HEAVY-WEIGHT-CHAMPION

of the

ARMY and NAVY,

for the

CHAMPIONSHIP OF THE FAR EAST

and a

PURSE of \$500.

There will also be Three Preliminary Bouts

of Four Rounds each, for details of which see

Hand Bill for Advertisements.

Under the management of Mr. J. H.

DOWNS,

Hongkong, 20th January, 1901. [143]

THEATRE ROYAL

CITY HALL

WEDNESDAY.

JANUARY 9TH, 1901.

LESSES AND PROPRIETORS:

Mrs. N. Chester, Messrs. A. H. & E. J. Pollard.

The first great event in the Colony of

THE 20TH CENTURY.

POLLARD'S

LILLIPUTIAN

OPERA CO.

OF 50 PERFORMERS, IN

THE CHARMING JAPANESE OPERA

"THE GEISHA,"

With Full Scenic, Musical and Limelight

Effects.

FOR 2 NIGHTS ONLY.

FRIDAY, SATURDAY AND MONDAY,

JANUARY 12th and 14th January.

For the First time in the Colony,

the enormously successful American produc-

tion

"THE BELLE OF NEW YORK,"

In Two Acts of Six Scenes.

FOR 3 NIGHTS ONLY.

1st MATINEE,

SATURDAY, 12th January,

"THE BELLE OF NEW YORK,"

AT 3 P.M.

To which Children and Amahs will be admitted

Half-Price.

Plan at ROBINSON'S. Prices as Usual.

The Star Ferry Co. has kindly consented to

delay the last ferry to 12.15.

Arrangements have been made with the Peak Tramway Co.

to run a special train for a quarter of an hour after

the performance.

A LEVEY, Business Manager.

Hongkong, 7th January, 1901. [3239]

THE HONGKONG COTTON SPINNING,
WEAVING & DYEING COMPANY,
LIMITED

NOTICE.

The following Section will be substituted for

Section 2 of Article XVI, namely—

2.—The General Managers may from

time to time advance and lend for the purposes

of the Company such monies as they may

think necessary or desirable, at such rate of

interest, and upon such terms as they may

think fit, but so that the total amount for

the time being so advanced and lent shall

not at any one time exceed the sum of Two

Millions of Dollars. All advances and

Loans which up to the date hereof have

been made by the General Managers for

the purposes of the Company are hereby

agreed to and confirmed, and shall be

deemed to be, and shall be part of and

included in the said sum of Two Millions

of Dollars, and as security for the said sum

of Two Millions of Dollars and every part

thereof, the General Managers may from

time to time mortgage or charge all or any

or either or any part or parts of the Com-

pany's Property, Land, Stock-in-trade,

Machine, Goods, Chatels and Effects.

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 24th December, 1900. [3244]

THE WEST POINT BUILDING
COMPANY, LIMITED.

NOTICE.

The undersigned have been favoured with

instructions to Sell by Public Auction,

at the Sieve Train, Bullock Lines, Kowloon,

TO-MORROW (MONDAY),

the 7th January, 1901, at 3:30 P.M.

Ten FINE LARGE BULLOCKS in Good

Condition.

For further particulars, apply to

HUGHES & HOUGH,

Auctioneers to the Government.

Hongkong, 29th December, 1900. [3277]

PUBLIC AUCTION.

HUGHES & HOUGH,

Auctioneers to the Government.

Hongkong, 29th December, 1900. [130]

PUBLIC AUCTION.

HUGHES & HOUGH,

Auctioneers to the Government.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VEESL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	DARDANUS	Brit. str.	—	Stevens	BUTTERFIELD & SWIRE	To-morrow.
LONDON		Brit. str.	—	G. K. Wright, E.N.R.	P. & O. S. N. Co.	On or about 12th inst.
LONDON, &c., VIA PORTS OF CALL		Brit. str.	—	C. D. Bennett, E.N.R.	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON	CHUSAN	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 22nd inst.
LIVERPOOL	RHINEUS	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On or about 18th inst.
MEEMEN, VIA PORTS OF CALL	ACHILLES	Brit. str.	—	P. Wettin	MELCHERS & CO.	On 9th inst. at Noon.
MARSEILLES, HAVRE & COPENHAGEN V. BANGKOK	PRINCESS IRENE	Ger. str.	—	G. Anderson	MELCHERS & CO.	On or about 10th inst.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	HITACHI MARU	Jap. str.	—	F. Pech	NIPPON YUSEN KAISHA	On 11th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	NORDEN	Ger. str.	—	J. B. Macmillan	CARLOWITZ & CO.	On 12th inst.
MARSEILLES, LONDON, V. PORTS OF CALL	WAKASA MARU	Jap. str.	—	Dapela	MESSEAGERIES MARITIMES	On 20th inst. at Daylight.
MARSEILLES, HAVRE & HAMBURG	MANCHE	Fre. str.	—	Schmidt	MELCHERS & CO.	Quick despatch.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	SIAM	Ger. str.	—	Bahle	CARLOWITZ & CO.	On 22nd inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On 9th Feb.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 18th Feb.
HAVRE & HAMBURG	FRISBURG	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	Quick despatch.
HAVRE & HAMBURG	POLAE ST. JEREN	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On or about 10th inst.
NEW YORK VIA PORTS AND SUEZ CANAL	DEVONSHIRE	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	Quick despatch.
NEW YORK VIA SUEZ CANAL	IL MOREO	Brit. ship.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On 16th inst.
NEW YORK	EMPEROR OF CHINA	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On 11th inst. at Daylight.
VANCOUVER, VIA SHANGHAI, &c.	TARTAN	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On 18th inst.
VICTORIA, & VANCOUVER, B.C., V. INLAND SEA, &c.	GOODWIN	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On or about 10th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	SKARPSNO	Nor. str.	—	J. M. McIntyre	TOYO KISEN KAISHA	On 15th inst.
PORTRLAND (OREGON) U.S.A.	ADATO	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	On 12th inst. at Noon.
PORTRLAND (OREGON), &c., VIA JAPAN, &c.	NIPPON MARU	Jap. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	On 22nd inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF R. DE JANEIRO	Amr. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	On 29th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	On 10th inst.
SAN FRANCISCO VIA AMOY, &c.	TAIWAN	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	On 25th inst. at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	On 18th inst. at Daylight.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	On 1st Feb. at Daylight.
NAGASAKI, YOKOHAMA & KOBE	BINGO MARU	Jap. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	On 9th inst. at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	BENVENUE	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-YO-KAISEN KAISHA
MOJI KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	On 30th inst. at Noon.
SHANGHAI	HIROSHIMA MARU	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
SHANGHAI	KASHING	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
SHANGHAI	LOONGSHON	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
SHANGHAI	EMMA LYNN	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
SHANGHAI	IDZUMI MARU	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
SHANGHAI	CORONADEL	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
SHANGHAI	AKASHI MARU	Jap. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
FOOCHOW VIA SWATOW & AMOY	FORMOSA	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
MANILA	DIAMANTE	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
ILIOLO, CEBU & MANILA	PAX	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
CEBU & ILIOLO	KAIPO	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.
SINGAPORE, PENANG & BOMBAY	BISAGNO	Ital. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S. CO.	TO-MORROW, at 4 P.M.

SHIPPING.

VESSELS ON THE BERTH

THE PHILIPPINE TRADING COMPANY, LIMITED.

FOR ILOILO, CEBU AND MANILA

THE COMPANY'S STEAMSHIP

"PAX."

CAPTAIN DAMSTER, WILL BE DESPATCHED AS ABOVE

TO-DAY, THE 7TH INST., AT NOON.

FOR FREIGHT OR PASSENGER, APPLY TO

MELCHERS & CO.

AGENTS.

HONGKONG, 4TH JANUARY, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPO.

THE COMPANY'S STEAMSHIP

"ANPING MARU."

CAPTAIN S. ATSUMI, WILL BE DESPATCHED FOR THE ABOVE PORTS ON WEDNESDAY, THE 9TH INST., AT DAYLIGHT.

FOR FREIGHT OR PASSENGER, APPLY TO

THE MITSUI BUSSAN KAISHA, AGENTS.

HONGKONG, 27TH DECEMBER, 1900.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE STEAMSHIP

"LIGHTNING."

CAPTAIN J. G. SPENCE, WILL BE DESPATCHED FOR THE ABOVE PORTS ON WEDNESDAY, THE 9TH INST., AT 3 P.M.

FOR FREIGHT OR PASSENGER, APPLY TO

DAVID SASSOON, SONS & CO., AGENTS.

HONGKONG, 3RD JANUARY, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE COMPANY'S STEAMSHIP

"LOONGSANG."

CAPTAIN W. PIGG, WILL BE DESPATCHED AS ABOVE ON WEDNESDAY, THE 9TH INST., AT 4 P.M.

THIS STEAMER HAS SUPERIOR ACCOMMODATION FOR FIRST CLASS PASSENGERS, IS FITTED THROUGHOUT WITH ELECTRIC LIGHT, AND CARRIES A DOCTOR.

FOR FREIGHT OR PASSENGER, APPLY TO

JARDINE, MATHESON & CO., GENERAL MANAGERS.

HONGKONG, 3RD JANUARY, 1901.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BANGKOK.

THE COMPANY'S STEAMSHIP

"NORMANNA."

WILL BE DESPATCHED AS ABOVE ABOUT THURSDAY, THE 10TH INST.

FOR FREIGHT, APPLY TO

MELCHERS & CO., AGENTS.

HONGKONG, 4TH JANUARY, 1901.

THE EAST ASIATIC COMPANY, LIMITED.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

A T A DATA TO BE FIXED LATER ON THE COMPANY'S STEAMSHIP "MANCHE," CAPTAIN DAPOLA, WITH MAILS, PASSENGERS, SPECIE AND CARGO, WILL LEAVE THIS PORT FOR MARSEILLES VIA PORTS OF CALL, WITHOUT TRANSHIPMENT.

THE ATTENTION OF PASSENGERS IS DIRECTED TO THE VERY CHEAP RATES OFFERED BY THIS LINE TO THE PACIFIC COAST AND TO THE INTERIOR AND EASTERN CITIES OF THE UNITED STATES AND TO EUROPE.

EXCELLENT ACCOMMODATION. FIRST CLASS TABLE. DOCTOR AND STEWARDESSES CARRIED.

PASSENGERS TO EUROPE MAY PROCEED BY ONE OF THE FIRST-CLASS ATLANTIC MAIL LINES.

HONGKONG TO LONDON, £50.

THE RAILROAD TRAVELLING IS SECOND TO NONE ON THE AMERICAN CONTINENT; TWO TRANS-CONTINENTAL TRAINS DAILY FROM TACOMA; DINING CAR IS ATTACHED TO TRANS-CONTINENTAL TRAINS DAY AND NIGHT; TACOMA TO NEW YORK IN 44 DAYS. MAGNIFICENT SCENERY OF THE ROCKY AND CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK ROUTE.

HONGKONG TO VICTORIA AND TACOMA, £35.

THE BEST ROUTE TO THE KOLONIAL GOLD FIELDS. FREQUENT SAILINGS FROM VICTORIA AND TACOMA TO DYEIA AND ST. MICHAEL.

PARCELS ARE TO BE SENT ON BOARD.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

FOR FURTHER PARTICULARS, APPLY AT THE COMPANY'S OFFICE.

G. DE CHAMPEAUX, AGENT.

HONGKONG, 3RD JANUARY, 1901.

SHIPPING REPORTS.

THE DUTCH STEAMER "MEMORIA," FROM SINGAPORE 29TH DEC., HAD FINE WEATHER THROUGHOUT, WITH FINE WINDS SOUTH OF GAP ROCK.

THE BRITISH STEAMER "LOONGHWA," FROM MANILA 2ND JAN., AMOY 3RD AND SWATOW 4TH, HAD MODERATE NORTHERLY WINDS AND FINE WEATHER THROUGHOUT; HAZY WEATHER APPROACHING HONGKONG.

THE BRITISH STEAMER "FORMOSA," FROM TAMSUI 2ND JAN., AMOY 3RD AND SWATOW 4TH, HAD MODERATE NORTHERLY WINDS AND FINE WEATHER TO AMOY. FROM AMOY TO HONGKONG, LIGHT AND VARIABLE WINDS; FINE AND CLEAR WEATHER. VESSELS IN AMOY, STRS. GLENFALOCK AND LEEUWEN. IN SWATOW, STRS. ERSTRUP, KULANG, DONGHUANG AND DEWEONGANG.

DESTINATIONS

ABERDEEN DOCKS—TARTAR, H.M.S. SANDWICH, TARTAR, CHINCHING, PICCIOLA, S.M.S. MICHAEL, MICHA

VESSELS ON THE BERTH

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	KASHING	On 7th Jan., at 4 P.M.
CEBU AND ILOILO	KAIFONG	On 9th Jan.
NAGASAKI, YOKOHAMA AND KOBE	BENVENUE	On 9th Jan., at 4 P.M.
AUSTRALIAN PORTS (VIA MANILA), PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SIDNEY, MELBOURNE	TAIWAN	On 10th Jan., 1901.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[3234]

Hongkong, 7th January, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"DARDANUS"	Steeves	8th January, 1901.
LONDON	"RHIMEUS"	Day	22nd January, 1901.

LIVERPOOL (Taking Cargo at London) "ACHILLES" Brown About 18th Jan., 1901. (Taking Cargo at London) "ACHILLES" Brown About 18th Jan., 1901. (Taking Cargo at London) "ACHILLES" Brown About 18th Jan., 1901. (Taking Cargo at London) "ACHILLES" Brown About 18th Jan., 1901.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

[3028]

Hongkong, 31st December, 1900.

SHIWEAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"DEVONSHIRE" will be despatched for the above port on or about the 16th January, 1901.

For Freight, apply to— SHEWAN, TOMES & CO., Agents.

Hongkong, 1st January, 1901. [2853]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. NIPPON MARU (via Shanghai, Nagasaki, Saturday, Jan. 12, 1901, at noon. Kobe, Inland Sea, Yokohama, and Honolulu) ...

AMERICA MARU (via Shanghai, Nagasaki, Thursday, Feb. 7, 1901, at noon. Kobe, Inland Sea, Yokohama, and Honolulu) ...

HONGKONG MARU (via Shanghai, Nagasaki, Saturday, Mar. 2, 1901, at noon. Kobe, Inland Sea, Yokohama, and Honolulu) ...

THE Twin-Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 12th January, 1901, at noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transporation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

Passenger Tickets granted to China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 20th December, 1900. [5]

VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 16th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th January, 1901. [2324]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"ADATO."

2,145, Captain J. McIlroy, will be despatched on TUESDAY, the 15th January, 1901, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required. Consular Invoices, to accompany cargo destined to points beyond Portland (OR.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (OR.).

For further information as to Freight rates, &c., apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 7th January, 1901. [1]

THE STEAMSHIP "INDUS."

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 23rd December, 1900. [2965]

THE PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Saturday, Jan. 22, 1901, at noon. Kobe, Inland Sea, Yohoku, and Honolulu) ...

CITY OF PEKING (via Shai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) ...

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) ...

TUESDAY, JAN. 22, 1901, at noon.

THURS., Feb. 14, 1901, at noon.

TUESDAY, Mar. 12, 1901, at noon.

TUESDAY,

